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Oregon Voter article

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CALL FOR MOSES

Attracts National Attention

Large dailies throughout the United States have been carrying news concerning Portland's engagement of Robert Moses and staff to plan a post-war public works program. New York *Herald-Tribune* gave the news more space than did any of our Portland dailies, and included

a long-distance telephone interview with **T H Banfield**—a spirited interview which conveyed a better grasp of what is going on here than anything we have seen released locally up to this writing.

"**Henry J Kaiser** and his son, **Edgar F Kaiser**, were largely instrumental in getting Mr Moses to say 'Yes' to the project," reports *Herald-Tribune*. The junior Kaiser's name appeared in our Portland

September 18, 1943

(1,013) 9

announcements, but the senior's sponsorship first was brought into public attention in the big New York daily.

Edgar Kaiser is quoted by New York *Times* as having said to Commissioner Moses:

"The Kaisers expect serious unemployment after the war and they wanted to have a large public works program designed and ready for letting of contracts

to employ people released from ship-building and other war plants in the demobilization period."

Self-Liquidating Projects

Moses was quoted in the *Times*:

"Special attention will be given to self-liquidating projects."

The *Times* continues:

"Some self-liquidating public works built by Mr Moses in New York have been



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markedly successful, notably the Triborough Bridge."

"Huge Issue of City Bonds"

Identifying T H Banfield as chairman of the state highway commission and member of Portland dock commission, Herald-Tribune says:

"The City of Portland, its port and harbor commissioners, the school board

and Multnomah county, in which the city is situated, raised \$100,000 for the project, Mr Banfield said. If the proposals made by Mr Moses and his staff are feasible, he added, the city is prepared to float a huge bond issue to carry out the plans drawn up by New York's Park Commissioner."

Continuing, Herald-Tribune reported: "Mr Banfield said Mr Moses was just

the man Portland sought for the job. He added that the Park Commissioner 'moved well in plans affecting the post-war period and is, to my mind, the outstanding authority in the country on a project such as the one we are undertaking.'

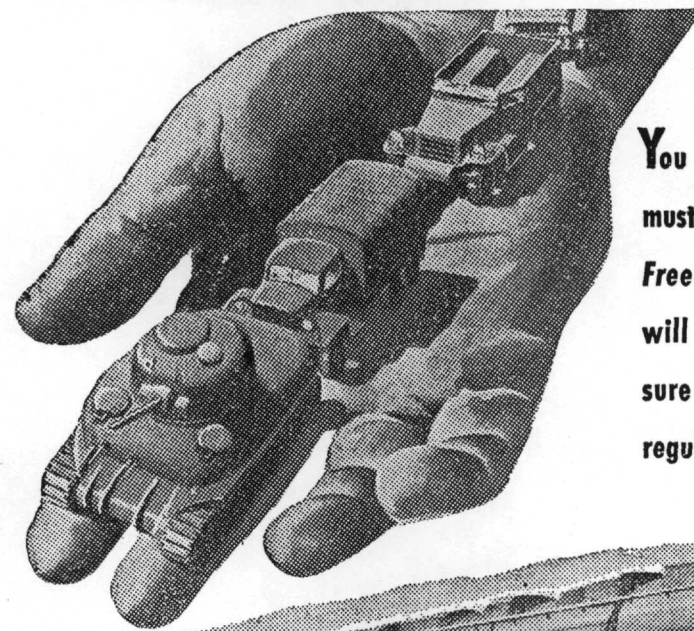
"Besides Mr Moses's well known ability in such matters, Mr Banfield added, the Portland officials felt that some one who lived far away from the city would have

a better perspective on what should be done for post-war Portland 'on a broad, beneficial scale and not just a dream.'

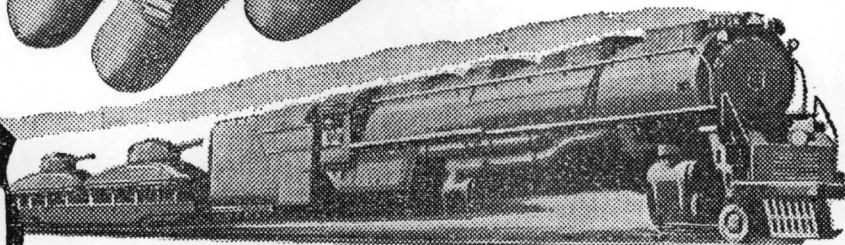
Avoid Post-war Headaches

"Portland, with a population in 1940 of 305,394, which has since been augmented by thousands of workers flowing into the Kaiser shipyards, is the largest city in Oregon and wants to do its best to avoid

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waste of public funds by doing its planning now, Mr Banfield said.

"We want to get the over-all picture of what we may have to do right now," Mr Banfield said. "We want everything shipshape and, in effect, streamlined, so that we will not be plagued by all kinds of headaches when the war is over. Mr Moses will give us the over-all picture we need so that when we begin building and carrying out the plans, we won't have to spend huge amounts of public money to get them under way."

"Mr Moses and his staff will have access to anything they feel necessary to help them in their work, Mr Banfield said. 'Anything, any equipment they feel they need, we will do all in our power to give them,' he continued."

Also:

"Mr Banfield explained that the progressive move by Portland, probably the first of its kind in the United States, is intended to correlate all activities in the city on such a firm basis that the city will not suffer from any post-war maladjustments.

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scrutiny of Mr Moses and his staff. Improvements for the city government, new types of buildings, port installations, a new airfield and new schools are on the schedule for the post-war project, Mr Banfield said.

"We are employing Mr Moses and the staff for sixty days with an eye toward rehabilitating Portland for the post-war world," said Mr Banfield. "Mr Moses will look everything over and give us the right focus. He and his staff will cover everything from railroad traffic, business traffic, airways, civic centers and schools to the port and the docks, as well as parks and recreation centers."

Moses Well Qualified

"Mr Moses, who has been highly successful in his planning in New York, has warned repeatedly that unless specific plans for post-war public works are made now, America will face another Works Projects Administration era, and the lessons learned after the World War will be wasted.

"The job in Portland will not be too difficult for Mr Moses in the light of his experience. Besides serving as Park Commissioner, he is chairman of the Triborough Bridge Authority, chairman of the State Council of Parks and a member of the City Planning Commission.

He has Sharp Pen

"He was largely responsible for Jones Beach and for the West Side improvement, the Triborough Bridge, the Grand Central and Belt Parkways and for scores of new parks in the city. He was the Republican candidate for Governor in 1934. Mr Moses also possesses a vitriolic pen, which has

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caused more than one critic to wish he had never become involved with the Park Commissioner."

Gives Names of Staff

New York Times reports:

"A staff of engineers and lawyers selected by Moses are working on the Portland survey. These experts have been closely associated with Moses in his development of New York parkways, bridges, parks, playgrounds and World's Fair plans."

The Times sets forth the names as follows:

George E Spargo, executive assistant in City Parks dept.

W Earle Andrews, consulting engineer, formerly chief engineer of City Parks dept and later chief engineer on plans for the World's Fair.

Gilmore D Clarke, landscape architect.

J J Darcy, district engineer of New York state public works dept.

Lewis D Delafield, Jr., lawyer.

James F Evans, director of New York state parks.

John C Evans, chief engineer, Port of New York Authority.

Shortridge Hardesty, engineer who built the Marine Parkway and Flushing River, Cross Bay Boulevard and many other bridges.

A E Howland, chief engineer, Long Island state park commission.

Richard V Hyland, consulting engineer who has worked on most of Moses' large projects in New York.

Raymond P McNulty, lawyer.

Sidney Shapiro, deputy chief engineer of Long Island state park commission.

Harry Taylor, assistant general manager of Triborough Bridge Authority.

Other Large Surveys

Herald-Tribune also says:

"The park commissioner has gone away on similar jobs before. Last March he made a personal survey for the Army and Navy Munitions Board of housing, sanitation and vice conditions in Norfolk, Va; Portland, Maine; Newport, R I, and San Francisco and San Diego."

Portland Report

Attention now is being given here in Portland to a report in circulation some time ago that the Kaisers, in their concern for finding post-war employment for a large number of their shipyard workers,

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were planning large non-competitive industrial undertakings in the manufacture of transportation equipment for railroads and other forms of transport. While it is difficult to discern what in this field could be classified as "non-competitive" it is believed that the Kaisers have some plans that are consistent with that standard, without being public works, and that can be developed if they are satisfied that adequate public and private Portland co-operation can be obtained. The magnitude of these concepts is likely to impress and enthuse.

Harry Banfield ranks second to none in Portland in the confidence and respect of the business public in Portland and this part of the Pacific Northwest and also is held in high esteem by the citizenship generally for his integrity, forthrightness, leadership and public spirit.

Incite the Incentive—In the post-war world, our government will have to nourish, rather than tolerate, the profit motive.—*Canby Herald.*

Political Magic—They throw their hat in the ring and then talk through it.—*Eugene Register.*

P U D and Winter—With lights going out when it rains in September, we of Waldport are wondering what service we may expect this winter?—*Lincoln County Times.*

Huge Potato Crop, nationally and locally, in commercial growing and victory gardens, is reported by Klamath *Herald News*, with prospect that heavy demand for military forces will hold price steady and remunerative. Lots of work for K P.

Planning Boards—Only a few states had them before the war; now 45 states and innumerable cities have them.—*Pendleton E-O.*



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September 18, 1943

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SEWER DISPOSAL

And 35 Other Projects

Thirty-six—count 'em—thirty-six public works, or quasi public, projects are submitted to Commissioner Wm A Bowes (for information of Robert Moses) by Arthur C Callan, real estate manager and estate appraiser long connected with state and city development movements. Callan's list is so impressive as an inventory of community aspiration that we publish it in full—with the by-note that Callan assures he is not listing them as to priority, that he has no property to offer and is connected with no special interest that seeks direct benefit—simply presented to be helpful. The list:

"1. Approach to Portland-Columb'a Airport—(This could be a joint project with the Bureau of Public Roads, State Highway Commission and perhaps the county. We have an airport which has no approach roads.)

"2. Widening East 39th and East 42nd. Plans for the above we are informed are on the Boards of the City Engineer. This would tie-in with the approach road to the airport.

"3. Foothill Boulevard. This project has been considered several times and we believe plans are available at the City Engineer's office.

"4. Widening of property on West Burnside to connect with Barnes Road. As you know, there is a very bad bottleneck on property on Washington and in 1928 when lower Burnside was widened the original project was to go to Northwest 23rd.

"5. Widening of Northwest 21st Avenue. This is based on the eventual building of a bridge at Fremont. This would also involve the widening of Fremont Street to at least Union Avenue.

"6. Widening Northwest Glisan Street from Third Avenue to Broadway. This was proposed in 1928 and widened on the north side of Glisan from Third to Fourth. Opening this would help increase traffic across the Steel bridge.

"7. Widening East Stark Street (Base Line). This widening should go at least

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